

WHEREAS, The federal government has enacted the Intermodal Surface Transportation Efficiency Act of 1991 which provides funding and increased flexibility for developing a balanced transportation system including highways, commuter rail, transit, and new technologies including high speed rail, transportation management techniques, and computer-directed vehicles; and

WHEREAS, The State's system of highways is reaching a point of maturation and emphasis will shift toward multimodal transportation solutions consistent with federal Clean Air Act requirements and the need to protect Maryland's natural environment and the Chesapeake Bay; and

WHEREAS, Additional State revenues are necessary in order to maximize federal funding and to continue to improve and develop Maryland's complex highway, rail, air, port, and transit facilities; and

WHEREAS, Additional State and federal revenues will enable transportation projects to be started, thereby creating jobs and revitalizing the construction industry and the economy of the State; now, therefore,

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That the Laws of Maryland read as follows:

Article 16 - Montgomery County

87-1.

(A) The development of a transportation system, composed of transit facilities, public highways, and other modes of transport, is necessary for the orderly growth and development of Montgomery and Prince George's Counties, for the safety, comfort, and convenience of their citizens and for the economical utilization of public funds. The provision of the necessary facilities and services cannot be achieved by the unilateral action of the counties and the attainment thereof requires planning and action on a regional basis, conducted cooperatively and on a continuing basis, between representatives of the counties and the state roads commission. Montgomery and Prince George's Counties are contiguous to [be] THE District of Columbia and to portions of Northern Virginia, and together with these areas form a single metropolitan area. The development of a transportation system adequate for the needs of Montgomery and Prince George's Counties requires cooperative planning and action with such adjoining areas. Such planning and action should be conducted in a manner which preserves, to the extent the necessity for joint action permits, local autonomy over patterns of growth and development. The requisite joint action may best be achieved through the device of a transit district having the powers, functions and duties hereinafter set forth in this chapter. In the provision of improved or expanded transit facilities, it is the policy of this chapter to make use of private enterprise to the extent reasonably practicable.

(B) THE GENERAL ASSEMBLY FINDS THAT, DUE TO THE INTEREST OF THE STATE IN TRANSPORTATION FACILITIES IN THE WASHINGTON METROPOLITAN AREA, AND DUE TO THE SUBSTANTIAL LEVEL OF STATE FINANCIAL SUPPORT FOR TRANSPORTATION FACILITIES AND OPERATIONS PROVIDED TO THE COMMISSION UNDER §§ 10-205 AND 10-207